

tical progression, for the period of 30 years, in which time, it will have reached the maximum capability of the Canal to facilitate trade.*

Who then can be surprised that the projectors of this work should have thought and said, "That if it could cost 50,000,000 dollars to construct it, *that enormous sum* would not exceed *one half the value* of what, in all human probability, would, at no distant day, be annually carried along the Erie Canal."†

To those who look with distrust *upon all plans of Internal Improvement*, your Committee, appealing, ask them to contemplate the more than *full fruition* of the most sanguine expectations of the projectors of the Erie Canal! Let its happy effects inspire them with hope, that results quite as beneficial, await and invite the people and Government of Maryland, to follow or imitate so brilliant an example! And to those who do not dwell within the region, to be most immediately benefited by the construction of the Chesapeake and Ohio Canal, it may not be amiss to remark, *en passant*, that here, as in New York, the beneficial effects of the expenditure and circulation of a large amount of funds, disbursed for Internal Improvement, will not be confined to those portions of the State bordering on their routes—but will every where extend the most vivifying influence: by employing a vast amount of labor; occasioning a great consumption of the produce of the State; affording means for the payment of debts, and greatly meliorating the condition of a large body of the most enterprising and deserving of her citizens.

That similar disbursements may be made by Maryland, to complete the Chesapeake and Ohio Canal, with equal benefit to her commerce, finances, and general prosperity, your Committee will now proceed to demonstrate.

* Vide page 7, of the Memorial to the General Assembly, made by a Committee of the Convention in 1825—vol. 7, select pamphlets.

† Vide page 64, 1st vol. N. York Canal Laws